EVALUATION & PLANNING

Staffing and Committees

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

Yes, a full-time, paid position
Yes, a part-time, paid position (this can include a full-time employee whose job responsibilities include bicycling projects, such as an Active Transportation Manager who works on walking, biking, and transit issues.)
No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions
No paid positions at the local government level, but this work is contracted out to a firm or the county/MPO, etc.*[E1a]
No**[E1b]

If the work is contracted:
***E1a. Do you require contractors to have any bicycle-related qualifications or trainings? If so, please describe.**

If no:
****E1b. What are the greatest challenges or barriers keeping your community from creating this kind of role?**

E2. Is there a Safe Routes to School Coordinator position? *(This can be at local government, school district, transit, or other similar government agency)*

Yes, there is one or more full-time, paid position(s)
Yes, there is one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)
No*[E2a]

***E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?**

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E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community? *NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE.* (# only)

*Note: we have developed a worksheet to help communities answer this question more easily and more consistently. Please download the worksheet by clicking here to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "***BFC_2026_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx***" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.*

E3a. File Upload: (*Note: uploads are only available through actual online application.*)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities? *Check all that apply.*

- League Cycling Instructor (LCI) certification
- Association of Pedestrian and Bicycle Professionals (APBP) membership
- Other professional memberships/accreditations related to bicycles, TDM, or active transportation
- Bicycle-related FHWA/National Highway Institute Training Course
- Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- Other in-depth bicycle-related trainings or courses
- Peer-learning educational tours or exchanges
- Regularly attend bicycle-related webinars
- Regularly attend bicycle-related conferences*[E4a]
- Present at bicycle-related webinars, trainings, or conferences
- Racial Equity or Anti-racism training**[E4b]
- Gender/LGBTQIA+ Equity or cultural competency training**[E4b]
- Age-related Equity or Anti-ageism training**[E4b]
- Disability-related Equity or Anti-ableism training**[E4b]
- General cultural competency or anti-bias training**[E4b]
- Finance/funding for transportation-related training
- Other***[E4c]
- None of the above

***E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years? Check all that apply.**

- National Bike Summit
- Local, State, or Regional Bike Summit
- APBP Conference
- Walk Bike Places
- NACTO Designing Cities Conference
- Transportation Research Board (TRB) Annual Meeting
- NABSA Annual Conference or other bike share-related conference
- APTA TRANSform Conference or other transit-related conference
- Other*E4a1

***E4a1. Please list any other relevant conferences attended in the last 4 years:**

****E4b. For any equity-related training checked, please list or describe the training, and how it has informed bicycling efforts in the community, if at all.**

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***E4c. If other, please describe.

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes**E5a-d

No

No, but other similar committee exists**E5e

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***E5a. How often does the committee meet?**

- Monthly or more frequently
- Every two months
- Quarterly
- Annually
- Irregularly

***E5b. Provide contact information for the Bicycle Advisory Committee Chair.**

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Check all that apply

- Local bike advocacy organization or citizen advocate(s)
- Transportation Department
- Planning Department
- Engineering Department
- Transit Agency
- County/MPO/RPO transportation officials
- Person(s) with disabilities
- Disability Services Department or similar government agency
- Senior services agency or similar
- Public Health Agency
- School Board or District
- Housing Authority/Agency or similar
- Parks & Recreation Department
- Law Enforcement
- Chamber of Commerce, Business Improvement District, or similar
- Tourism/Visitors Bureau
- Other*E5c1
- None of the above

***E5c1. If other groups are represented, please describe.**

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

****E5e. If other similar committee exists, please describe:**

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Public Engagement for Bicycle Planning

E6. What systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?
(See the International Association for Public Participation's Spectrum of Public Participation for more information and resources.)
Check all that apply.

- Community-wide public engagement or participation guide or toolkit*E6a-b
- Public Engagement Plan(s) for bicycle project(s) or plan(s)
- Dedicated Engagement staff, team, or outside consultants
- Dedicated website**E6c-d
- Social media accounts
- Bicycle User Group listserv
- Other*E6e
- None of the above

***E6a. Please provide a link to your community's public engagement or participation guide or toolkit.**

***E6b. How, if at all, has the guide/toolkit influenced or informed public input processes for bike projects?**

****E6c. Please provide a link to the dedicated website:**

****E6d. Does your dedicated website include any of the following information, tools, or features?**
Check all that apply.

- Project-level status updates
- Implementation status updates for bike plan, complete streets policy, or similar
- Contact information and/or online form to provide feedback
- Budget simulator
- Budget calendar
- Multiple language options
- Accessibility features
- Other*E6d1
- None of the above

***E6d1. If other please describe:**

*****E6e. If other tools or systems are in place to increase or improve community engagement, please describe.**

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?
Check all that apply.

- Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government
- Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations)
- Consensus Workshops
- Public Meetings
- Focus Groups
- On-site user surveys
- Online surveys
- 311 app or website or similar
- Other mobile app crowdsourcing
- Tabling at other community events/destinations
- Pop-up bike infrastructure or demonstration projects with a feedback collection mechanism
- Agency-led bike rides or Bike Audits with planners, engineers, and/or elected officials that are open to the public
- Advocate or community-led bike rides or Bike Audits that city officials regularly attend
- Any other bicycle infrastructure/facility audits that are open to the public
- Door-to-door canvassing to share information and seek input
- Direct mailings to inform residents near impacted areas
- Other*E7a
- None of the above

***E7a. If other input and engagement methods are used, please describe.**

E7b. OPTIONAL – If any Bike Audits have been conducted by city officials, local advocates, or any other member of the community in the past 4 years, please upload their resulting Bike Audit Report here and describe how the Audit has impacted planning or implementation for bicycle improvements in the community. *Learn more about conducting Bike Audits from the AARP Bike Audit Tool Kit.*

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

Check all that apply.

- In-person tabling or other face-to-face engagement opportunities regularly take place at various popular local community destinations (e.g. local schools, parks, churches, barber shops, grocery stores, etc.)
- In-person tabling, canvassing, or other face-to-face engagement efforts have intentionally focused on underrepresented or disadvantaged neighborhoods
- Public meetings are offered both virtually and in-person
- Public meetings and other engagement opportunities are offered at a variety of times to accommodate a variety of work schedules
- Public meetings are recorded and made available on the community's website
- Transcripts of public meetings are made available on the community's website
- Meeting minutes or summaries of public meetings are made available on the community's website
- Childcare is regularly provided at public meetings or other engagement opportunities
- Food is regularly provided at public meetings or other engagement opportunities
- Compensation or incentives are provided to public engagement participants for their time
- Door-to-door canvassing to share information and seek input in underrepresented neighborhoods
- Engagement opportunities are offered in languages other than English, or translation services are always available
- Language translation services are made available upon request
- Sign language interpreters and/or captioning is/are always available
- Sign language interpreters and/or captioning is/are made available upon request
- Maps and images are described verbally for low-vision participants
- Tactile maps are available for low-vision participants
- Partnerships with local community groups or other government agencies to reach new audiences
- Other*[E8a]
- None of the above

***E8a. If other, please describe.**

Planning, Funding, and Implementation

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes*E9a-g
No**E9a-b
Plan is currently under development***E9a-c

Skip ahead the appropriate section for each answer option above *(Note fields E9a-E9g will be hidden in online application until corresponding answers above are selected.)*

If yes:

***E9a. What year was the plan originally adopted?**

***E9a1. Has the plan been updated or revised since it was first adopted?**

Yes***E92a
No, but an update is currently underway
No, the originally adopted plan is the most recent version

***E9a2. If yes, what year was the plan most recently updated?**

***E9b. Provide a link to the current plan.**

***E9c. Is there a dedicated budget or funding allocated for implementation of the plan?**

Yes***E9c1-2
No

***E9c1. What is the designated annual budget or funding allocated?** (If budget is not consistent annually, provide the annual average from the last 10 years or length of plan.) (# only)

***E9c2. List or describe funding source(s).**

***E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?**

Yes***E9d1
No

***E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.**

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***E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?**

0-10%
11-25%
26-50%
51-75%
More than 75%
Unknown

***E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:**

***E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?**

If no:

****E9a. How does your community currently make decisions around bike infrastructure (e.g. where and what to build, how to prioritize projects, etc.)?**

****E9b. What are the top 1-3 challenges or barriers keeping your community from developing a dedicated bike plan, and what resources or guidance could make it more feasible for your community to develop one in the future?**

If Plan is currently under development:

*****E9a. When is the plan expected to be finalized and adopted?**

*****E9b. Is there a planned budget or funding allocated for implementation of the new plan?**

Yes*E9b1
No

***E9b1. What is the planned annual budget?** (# only)

*****E9c. What steps is your community taking to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the new bike plan?**

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E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes*E10a-d

No**E10a-d

If yes:

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

E10b. Please upload the most recent transportation budget for your community.

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?
(drop-down menu: "unknown" and 0-100% options)

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation? *(This question is for informational purposes only - to help the League provide better guidance to applicant communities on how to calculate their answers to E10c going forward.)*

If no:

E10a. If no, please describe how your community organizes its projects and finances for bicycling infrastructure improvements.

E10b. If available, please upload the most recent transportation budget or explanation of transportation-related expenses for your community.

E10c. Approximately what portion of your community's transportation expenses are typically spent on bicycle projects each year?
(drop-down menu: "unknown" and 0-100% options)

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation? *(This question is for informational purposes only - to help the League provide better guidance to applicant communities on how to calculate their answers to E10c going forward.)*

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E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community? *(e.g. low-income neighborhoods, or areas defined as 'high need' under your state's Transportation Alternatives Program, etc.)*

Yes*[E11a]

No

***E11a. Please describe.**

Evaluating the Bicycle Network

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

Yes*[E12a-c]

No

***E12a. If yes, which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network? Check all that apply.**
See the FHWA Guidebook for Measuring Multimodal Network Connectivity Table 3 (page 15) for key questions and sample measures for each of the options below.

Network Completeness – e.g. How much of the transportation network is available to bicyclists and pedestrians?

Network Density – e.g. How dense are the available links and nodes of the bicycle and pedestrian network?

Route Directness – e.g. How far out of their way do users have to travel to find a facility they can or want to use?

Access to Destinations – e.g. What destinations can be reached using the transportation network?

Network quality – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?

Other**[E12a1]

****E12a1. If other, please describe.**

***E12b. If yes, which of the following connectivity measures has your community used? Check all that apply.**

See the FHWA Guidebook for Measuring Multimodal Network Connectivity pages 50-57 for fact sheets and examples of each of the connectivity measures below.

- Bicycle Level of Service (BLOS)
- Bicycle Level of Traffic Stress
- Bicycle Low Stress Connectivity
- Bicycle Route Quality Index
- Other**[E12b1]

****E12b1. If other, please describe.**

***E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network. Provide links if applicable.**

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

- Yes*[E13a-c]
- No
- In the process of establishing one

***E13a. What are the goals of your community's performance measurement program?**

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***E13b. Which of the following bicyclist and pedestrian performance measures have been used to evaluate and inform decision-making around your bicycle network?**
Check all that apply.
(See the FHWA Guidebook for Developing Pedestrian & Bicycle Performance Measures for more information and resources about each of the options below.)

- Access to Community Destinations
- Access to Jobs
- Adherence to Accessibility Laws
- Adherence to Traffic Laws
- Average Travel Time
- Average Trip Length
- Connectivity Index
- Crashes
- Crossing Opportunities
- Delay
- Density of Destinations
- Facility Maintenance
- Job Creation
- Land Consumption
- Land Value
- Level of Service
- Miles of Pedestrian/Bicycle Facilities
- Mode Split
- Network Completeness
- Pedestrian Space
- Person Throughput
- Physical Activity and Health
- Population Served by Walk/Bike/ Transit
- Retail Impacts
- Route Directness
- Street Trees
- Transportation-Disadvantaged Population Served
- User Perceptions
- Vehicle Miles Traveled (VMT) Impacts
- Volume
- Other**E13b1

None of the above

****E13b1. If other, please describe.**

***E13c. How have these performance measures informed your community's planning efforts or supported the goals listed above?**

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Evaluating Ridership

E14. How does your community collect information on bicycle usage?

Check all that apply.

- Permanent automated /electronic bicycle counters (e.g. Eco-Counter, StreetLight Data, etc.)
- Temporary or mobile automated /electronic bicycle counters
- Regular statistically-valid community bicycle surveys
- Travel diaries
- Household travel surveys that include bicycle trips
- App-based or other opt-in electronic data collection (e.g. Strava Metro, Dero Zap, etc.)
- Regular manual counts of bicyclists on trails
- Regular manual counts of bicyclists on the road
- Regular counts of parked bicycles at transit stations (if applicable)
- Regular counts of parked bicycles at schools
- Regular counts of parked bicycles at other destinations (downtown business district, etc.)
- Counts that include demographic data collection (e.g. gender, race, age, etc.)
- Counts that specifically focus on traditionally underrepresented or underinvested neighborhoods
- Cordon counts that include bicyclists
- Any other type of count that includes bicyclists
- None of the above

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If the community has collected ridership data locally for any of the following categories, please provide up to one PDF or excel file for each category where ridership data is available: *(file uploads only available through online application – additional files may be uploaded at the end of the application.)*

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

E15. What is your best estimate for your community's current bicycle mode share? *(Write "unknown" if there is no estimate. If a number is provided, please describe how and when this mode share number was estimated.)*

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes*[E16a]
No

***E16a. Please list or describe these goals, as well as current baseline metrics.**

Evaluating & Improving Safety Outcomes

E17. Does your community collect and track bicyclist crash data?

Yes*[E17a]
No

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***E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?** (# only)

Be sure to provide an annual average from the past 5 years. Total the number of collisions and divide by the number of years you are reporting. For example, if there were 120 collisions in 5 years, your average would be (120 collisions / 5 years) = 24

E18. Does your community collect and track bicyclist "near misses"?

Yes*E18a

No

No, but we are working on a way to do this

****E18a. If yes, please describe how this information is collected and used.**

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only)

Be sure to provide an annual average from the past 5 years. For example, if there were 2 fatalities total in the past 5 years, your average would be (2 fatalities / 5 years) = 0.4

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data? *See the Safer Streets Priority Finder for an example.*

Yes*E20a-c

No

***E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.**

***E20b. If Yes, please upload any associated data, visualizations, and/or maps.**

***E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?**

Yes*E20c1

No

****E20c1. If yes, please describe your process and findings.**

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

Yes*E21a-c

No

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***E21a. If yes, please state or summarize the goal, including timeframe.**

***E21b. What is the primary method or mechanism the community has implemented to achieve this goal?**

***E21c. Please provide a link to any associated plan, policy, or program.**

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?

Check all that apply.

- Specific penalties for failing to yield to a cyclist when turning
- It is illegal to park or drive in a bike lane (intersections excepted)
- Penalties for motor vehicle users that 'door' bicyclists
- Ban on cell phone use while driving
- Ban on texting while driving
- Vulnerable road user law
- Safe passing distance law
- It is illegal to harass a cyclist
- Law that allows cyclists to treat a stop sign as a yield sign (i.e. the "Idaho Stop" is legal in your state)
- Law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law)
- Law that allows bicyclists to follow pedestrian signals instead of motor vehicle traffic lights at signalized intersections
- Other*E22a
- None of the above

Tip: You can learn about your state's laws that protect bicyclists at bikeleague.org/StateBikeLaws.

***E22a. If other, please describe.**

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?
Check all that apply.

- Local law requires bicyclists to use side paths regardless of their usability
- Local law requires bicyclists to use bike lanes when provided
- Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- Local law restricts usage of electric-assist bicycles
- Mandatory bike registration
- Mandatory helmet use for all ages
- Restrictions on sidewalk riding outside of the Central Business District
- Restrictions on sidewalk riding inside the Central Business District
- Dismount zones/regulations on shared-use paths
- Local or school policies restrict youths from riding to school
- Ban on exhibition or "trick riding" (e.g. wheelies)
- "Bicycle safety checks" or other legal or de facto enforcement stops occur
- Bicycles are banned from one or more road that is open to vehicles (not including highways)
- Other legal and/or de-facto enforcement practices that criminalize or place restrictions on cyclists*[E23a]
- None of the above

***E23a. If other, please describe.**

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community. *(e.g. efforts to identify or measure racial disparities in the application or outcomes of specific laws; efforts to identify specific laws that are most/least likely to be effective in preventing bicyclist crashes, injuries, and fatalities; etc.)*

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

- Yes*[E25a]
- No

***E25a. If yes, please describe.**

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E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?
Check all that apply.

- Officials are required to report all traffic enforcement stops made of motor vehicle drivers
- Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc.
- Demographic information is collected as part of all traffic stop data that is reported
- Demographic information is collected for all traffic-related citations and arrests
- Other*[E26a]
- None of the Above

***E26a. If other, please describe.**

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests? *Check all that apply.*

- Real-time reporting of traffic enforcement data is made available to the public
- Raw data is published and made available to the public on a regular basis
- Data summaries, analysis, or reports are published and made available to the public on a regular basis
- Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports*[E27a]
- Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports
- Demographic data including physical and/or cognitive disabilities are included in publicly-available datasets, summaries, and/or reports
- Data and/or analysis is routinely shared with a citizen oversight board or committee
- Data is only available to the public by FOIA request
- Analysis and reports are developed but not shared/ are only used internally
- Other**[E27b]
- N/A - Data is not collected

***E27a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.** *(Up to 2 links and/or 2 file attachments accepted in the online form.)*

****E27b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.**

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E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices? (500 word limit)

Evaluation & Planning Bonus Points

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

Check all that apply.

- CDC Active People, Healthy Nation℠
- USGBC LEED® for Neighborhood Development
- NACTO Cities for Cycling
- NACTO Member City or Affiliate Member City
- National Association of Chronic Disease Directors Walkability Action Institute
- Walk Friendly Communities
- America Walks - Walking College
- AARP Age-Friendly Communities
- Local and Regional Government Alliance on Race & Equity (GARE) Network Member
- Vision Zero Network Community
- Other*E29a
- None of the above

***E29a. If other, please describe.**

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered. (500 word limit)

Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application. (250 word limit)

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